

JUNE 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

In October 2020 Joe Vitale (FCA #10357) of Folsom, Louisiana began restoring his blue 1963 Falcon Sprint convertible. His goal was to finish it for 2021 National Meet in Irving, Texas. We look forward to seeing it in person there. He has owned several 1963 Sprint hardtops during the past 40 years. but wanted this time to get a convertible. His story begins on page 7 of this month's magazine.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

COMING TO A MAILBOX NEAR YOU JULY 2021 THE NATIONAL FALCON NEWS QUARTERLY PRINT EDITION

To access the online magazine, technical articles, and membership directory, use password FCA1979!

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered only digitally, it is essential that we have current email information for you to receive a link to each issue. Please be patient as we work out the kinks of this new delivery method. The link on the website at falconclub.com which is password protected will continue to be available. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

It is beginning to look like this summer is going to be almost "normal". Chapters are planning and having meetings, cruises, car shows and our members are getting out and about. The National Meet is just weeks away and promises to be a grand affair. I hope you are able to attend. It has been a long time since we last got together.

I've mentioned in prior columns that we have some vacancies and we are looking to fill them as soon as possible. Two seats on the Board of Directors will become vacant at the National Meet. We are looking for a Recording Secretary, a Webmaster and an Internet Director. If you have any interest in any of these positions please let me know, I'd be glad to discuss them with you.

This month's issue contains two proposals for amendments to the By-Laws. Proposal 1 reorganizes the Administration and places the President and Vice President on the Board of Directors. Proposal 2 changes the awards structure for future meets by setting new minimum awards criteria. In addition it will require membership to participate in National Meet activities. A non-member will be welcome to attend and display a Falcon or Ranchero but not compete. Membership will be available up to the date of the National Meet. Both proposals will be presented to the membership at the business meeting on Saturday. Be sure to watch for these proposals in the first quarterly National Falcon News due out in July.

Mike Grant has resigned as Webmaster and Pacific Region Director. I want to thank him for his service in both positions. He has served for a number of years and he will be missed. We are grateful for his commitment to FCA. Thank you Mike.

As we look forward to the summer season and our upcoming National Meet, I want to take a moment to reflect on the past year and one half. Our nation has been through an historic upheaval. School and businesses, restaurants and vacation sites, clubs and hospitals have been shuttered and all of us in one form or another have been touched by the worldwide pandemic. Sadly, many of us have lost a friend or loved one during this time. Others have been sickened and have returned to good health. It is important to restore our lives and get back to the things we enjoy, but as we do so, we need to remember who we are. We are changed by this experience, our nation is changed by this experience. I look forward to being with you, to hearing from you, to reading about your club activities. The Falcon Family is stronger for this experience.

Be healthy and safe, and for goodness sake, take a youngster out for a ride, to a car show, for an ice cream, and treat them to a good Falcon Family experience.

Jim Guthrie (FCA #12897)
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July 7-10, 2021

2021 FALCON NATIONALS

Hosted by Heart of Texas Chapter

IF YOU HAVEN'T YET DONE SO, SIGN UP FOR THE NATIONAL MEET TODAY!

Online registration will be available through June 15th, 2021 at <https://www.falconclub.com/nationalmeet/register/>. After this date you may only register in person. If you are uncomfortable using the online system, print out the Registration Form at <http://falconclub.com/nationalmeet/2021-FCA-NM-Registration.pdf> and return the filled-in form with payment by check.

BOOK YOUR ROOM NOW!

The Sheraton DFW Airport Hotel
4440 West John Carpenter Freeway
Irving, Texas 75063
972-929-8400.

Only three miles from DFW Airport and located near galleries, malls, golf courses, and museums throughout Grapevine and Las Colinas, the hotel features a Southwestern style restaurant and bar, Whiskey Tango. Open for breakfast, lunch, and dinner, savor dishes from the in-house smoker along with Texas-style cocktails crafted with spirits from nearby distilleries.

Special room rates are \$119 for a double or king room, plus taxes. You will have access to the 24-hour fitness center and outdoor pool. Self-parking and basic in-room WiFi are complimentary. Two breakfast vouchers are included per room for us during your stay. Rooms include a work desk, coffeemaker, safe, hair dryer, and iron/ironing board (subject to change). Make your reservation by calling 972-929-8400 and be sure to mention "The Falcon Club 2021." If you prefer to book online, click on the "Book Your Room Now!" link at <https://falconclub.com/nationalmeet/>.



SHOW HIGHLIGHTS

- ▶ The **Ladies Tea** theme for 2021 is “Best Little **House in Texas.” Bring your imagination and join us for a Texas Style tea party where pretty much anything goes. Choose your favorite colors for your hat and meander on over to the party. We are fixin’ to have a real good time. Seating is limited to a total of 60 people, so register early. See y’all there!
- ▶ **Shopping in historic downtown Grapevine, Texas**, a go-to destination in North Texas. Step back in time with its collection of charming shops, restaurants, and art galleries. There are some great attractions for the entire family, exquisite winery tasting rooms, world-class festivals and events, shopping, outstanding dining at over 200 restaurants, and a wide variety of outdoor recreational activities. For more information, go to <https://www.grapevinetexasusa.com>.
- ▶ **Wine Crawl** in historic downtown Grapevine, Texas
- ▶ **Cruise to Gas Monkey Garage** where you’ll find some of the best food and entertainment in the Dallas area, not to mention a wide range of quality craft, import and domestic beer.
- ▶ **Cruise to Southfork Ranch**, made famous by the Ewing Family in the popular television series *Dallas*. This isn’t a dream (only some of you will get that comment).
- ▶ **Cruise to Texas Motor Speedway** for drag racing and Show-n-Shine. Located in the northern-most portion of Fort Worth, the track is a quad-oval design, where the front straightaway juts outward slightly. It measures 1.44 miles with banked 20° in turns one and two and banked 24° in turns three and four.
- ▶ **Valve Cover Racing** onsite for anyone in the family. See more information on page 6.
- ▶ **Show Judging** by people’s choice ballot of registered entrants. Go to <https://falconclub.com/nationalmeet/> for information on categories and judging.

Get registered, book your room, and find some Falcon friends to mosey with right on down to Dallas. Hope to see you there!

IT'S RACE TIME!

BUY ONE OR BUILD YOUR OWN VALVE COVER RACE CAR AND JOIN IN THE FUN AT NATIONALS

Hey all you Falcon Lovers, remember it is time to start your planning for the Valve Cover Races. Each year for as long as I can remember this event has attracted both the young and young at heart with a competitive spirit to compete.

As in the past there will be classes for youth, women, men, and chapters. You can bring your racer from past years or build a new one at the show. While some valve covers are normally available at the show it is recommended that you bring your own to build. The hosting chapter will provide up to 24 kits and some tools to do the build. And the same valve cover can be raced in all of the classes as long as the driver's meet the requirements of the class.

The rules, kit specifications and assembly instructions are provided on the FCA website. Go to Events, under Events select Meeting Planning Guide, then select Valve Cover Race Rules.

This is intended to be a Fun, Friendly, Family style event; hope to see you there.

—Steve Springer



RESTORING MY '63 CONVERTIBLE

BY JOE VITALE



In October 2020 I began the cosmetic restoration of my 1963 Falcon Sprint convertible. With much time on my hands due to COVID-19 and social distancing I began to prepare for the upcoming National Meet in Irving, Texas.

I've owned several 1963 Falcon Sprint hardtops during the past 40 years. In October 2018, I noticed a classified ad for a 1963 Falcon Sprint convertible. Although I've owned many classic cars over the years, mostly all Fords, I decided it was time to get a convertible model.

I purchased the car and immediately began work to get it safe to drive and roadworthy so I could attend local shows. I rebuilt the entire suspension, steering and brake systems using original or re-manufactured parts. This work was completed within six months and by April 2019, I began to drive and enjoy the car as is, knowing that I would one day tackle the cosmetic part of its restoration at a later time.

Next came the pandemic, and I soon found myself with all the time needed to perform a cosmetic restoration of the car. So in September 2020, I began the tedious and time-consuming process of stripping the interior and exterior for repaint and restoration. Over the next five months, I removed multiple layers of old and faded dark blue paint, which revealed the car's original lighter blue color, Viking Blue. Although Viking Blue is a beautiful color, I decided to paint it Medium Blue Poly. Although this is not a factory original color (it was available on the 1970 Mustang), I believe it better matches the blue interior combo used on the 1963 Sprint model.

The restoration is now completed and I am anxiously waiting to drive it to Nationals in July. After the show, a small group of us are planning to drive our Falcons along Route 66 for approximately 300 miles, before returning home to southern Louisiana.

I am looking forward to attending and meeting other Falcon enthusiasts at our National Meet.

—Joe Vitale (FCA #10357)
Folsom, Louisiana



FAREWELL TO DOUG BROWNING

FCA MEMBER #431

BY STEVE SPRINGER

PHOTO CONTRIBUTIONS: STEVE AND CAROL SPRINGER AND MISTY SIGLER

Carol and I along with 26 other Falcon friends attended a memorial service for Doug Browning on Saturday, May 1, 2021, Doug's birthday. There were 11 Falcons driven to his farewell, the furthest being from Virginia, quite a nice "Falcon" tribute to our dear friend!

Other attendees included his extended family, fireman buddies, and other car and motorcycle enthusiasts. He was well known and loved by many. Our Falcon group enjoyed sharing many many fun and heartwarming stories about Doug.

Our story

We first met Doug in 1984 when Carol and I traveled to St. Louis for a Falcon National. We came from Maryland with our three young children in the back of our 1965 hardtop. We pulled into the hotel parking lot with a leaking water pump and the first person who came to our aid was Doug. While I ran up to the parts store with another member from the club, Doug took the old water pump off and then proceeded to help install the new one. Who would have thought that a complete stranger would become a special friend of 37 years.

Doug was known for his bib overalls, so as a tribute to him, a group of our Falcon friends wore their bib overalls to his service. One young man at the service commented that every where he looked he saw Doug. And if you attend the banquet at this year's National, you may just see one of these "Dougies"! Bib overalls have gained a new name, "Dougies".

Our weekend of Falcon friends celebrating Doug's life ended with a toast of Clamato Budweiser, a drink that Doug would enjoy every once in a while.

Doug will be missed yet remembered by all who knew him.

RIP Doug Browning, Member #431



Tributes included many of Doug's Falcon friends all dressed up in their "Dougies," and a photo display of Doug through the years. Several members honored his memory with tributes on their cars.





Doug's memorial service was attended by many Falcon Club members from across the U.S. for what almost looked like a Regional Meet for the FCA. Doug would be proud to see that many good-looking cars in one place!



That is one impressive wagon train.





From *The Peregrine Press*, newsletter of the
Mason-Dixon Chapter, Ken & Cheryl Holquist Editors

HOW TO INSTALL A LATE MODEL 1966–70 FALCON WINDSHIELD/BACKLIGHT THAT USES TRIM CLIPS

A windshield professional's tools of the trade are quite simple in scope. The trim removal tool on top pops the retainer clips. A special masking tape protects the paint and specific types of sealers are used.



Painted surfaces must be protected. Windshield professional's lay down a special blue masking tape designed to protect, then lift off with ease. Never pop a windshield without some form of paint protection.



On a Falcon, the dashpad trim inside must be removed to access the rubber gasket inside.



Removing windshield trim involves lifting the retainers behind the trim. Windshield professional's use the tool mentioned earlier, along with a screwdriver or razor blade to separate the trim. The clip (not visible) is lifted inside, which frees the trim.

Windshield professionals suggest removing the windshield independently of the rubber gasket. Here, the windshield is worked outside of the rubber lip. One person works inside pushing gently on the glass while another outside carefully works the glass out of the gasket.



It's easy to understand why our windshield leaked. Gaps like this in the sealer create avenues for leakage.



To prepare the windshield channel for the new rubber gasket, professional's will remove the old gasket and clean out all of the sealer.





All windshield trim clips are removed and cleaned next.



We used a brush-on primer designed to help the rubber gasket stick to the painted surfaces. Run a solid bead of this stuff around the perimeter.



Reinstall the trim clips and apply windshield sealer around the base of the clip. Use a butyl sealer that remains pliable.



The U-418 sealer is injected into the gap between the windshield and body. You need a solid bead to keep water out. Use this stuff carefully because it does not wash off easily.

After running a bead of windshield sealer around the gasket perimeter, marry the windshield and gasket as an assembly, then seat as shown. Professionals use a cord around the outside gasket perimeter to pop the lip over inside the body. The cord is pulled, which pops the lip. Pressure on the outside of the windshield makes installation easy.



U-418 is also injected into the gasket between the gasket and windshield glass. Go easy here. A little sealer goes a long way.



Trim is installed next. Be careful here. It's easy to chip the paint. Our paint was chipped in two places during trim installation. That's the risk associated with windshield removal. When we washed the car later, we were pleased with the dry results.



PHOTOS AND ARTICLE BY JIM SMART
PUBLISHED IN *DESERT FALCON FLYER*, APRIL 2007

JUST THE FACTS: 1967 FALCONS

FROM FORD'S *BUYER'S DIGEST OF NEW CAR FACTS FOR 1967*

FOUR-DOOR SEDAN



Falcon Four-Door Sedan in Lime Gold. Prices start as low as \$2167.03. Optional equipment on model shown includes: White Sidewall Tires, Wheel Covers, Radio, Remote-Control Outside Mirror. Price of model equipped as shown: \$2287.86.

These new '67 Falcons still fit neatly into small garages and tight budgets, but in other respects they're right up there with the big ones. Their roominess (six passengers with ease) and ride are anything but compact. Their style is strictly big-time. And they step out with real authority particularly with their new optional 225-hp V-8.

This year Falcons offer all of the standard Ford Motor Company Lifeguard-Design Safety

FALCON CLUB COUPE



Falcon Club Coupe in Brittany Blue. Prices start as low as \$2117.51. Optional equipment on model shown includes: White Sidewall Tires, Wheel Covers, Remote-Control Outside Mirror. Price of model equipped as shown: \$2180.90.

Features, including the new dual brake system with instrument panel warning light, and the lane-change turn indicator. And Falcons are warranted with Ford Motor Company's "3-Point Warranty Plan" which includes 24 months or 24,000 miles on the car, plus five years or 50,000 miles on the power train, suspension and steering components.

Along with all the popular Falcon options, there are some fine new ones offered for 1967, including SelectShift Cruise-O-Matic (acts as an automatic and manual transmission), power front disc brakes, and a Stereo-Sonic Tape System.

These cars are specialists in carefree, low-cost motoring. That's why their standard Six is so dependable and easy on gas, why their chassis is so beefy and long-lasting, why you can forget about routine maintenance for six months or 6,000 miles, and why you can go three years or 36,000 miles between major lubrications. What you won't ever forget, though, is the way Falcons save you money...as they always have!



Falcon Interiors are stylish and long-wearing. Nylon-and-vinyl upholstery comes in three color choices: blue, red and parchment.

Standard Equipment Highlights

170-cu. in., 105-hp Falcon Six Engine
3-Speed Manual Transmission
Ford Motor Company Lifeguard-Design
Safety Features (Two-Speed Parallel-Action Electric Windshield Wipers and Washer, Backup Lights and many more)
Step-On Parking Brake Suspended Foot Pedals
Automatic Choke
Long-Life Sta-Ful Battery
Alternator
Self-Adjusting Brakes and Valves
6000-Mile or 6-Month Oil Filter
36,000-Mile or 2-Year Coolant-Antifreeze
Fully Aluminized Muffler
Galvanized Main Underbody Members



Falcon's Trunk swallows a lot of luggage. It's over 12 cubic feet big and is deep enough to stand most luggage upright. Easy to load, too, because the sill is extra low.

Reversible Ignition, Door and Trunk Keys
Bright-Metal Windshield and Rear Window Moldings
Super Diamond Lustre Enamel
Automatic Dome Light Color-Keyed Steering Wheel
Choice of Three Nylon-and-Vinyl Upholsteries and 15 Exterior Colors
Vinyl-Coated Rubber Floor Covering
Fresh Air Heater-Defroster

Basic Specifications

Length 184.3 in.
Width 73.2 in.
Height 54.6 in.
Wheelbase 111.0 in.
Curb Weight (approx.)
Club Coupe 2638 lb.
4-Door Sedan 2669 lb.
Trunk Luggage Volume 12.3 cu. ft.

Optional Falcon Engines and Transmissions

200-cu. in., 120-hp Six
289-cu. in., 200-hp
225-hp V-8s.

SelectShift Cruise-O-Matic (automatic and manual combined) available with any engine.

4-Speed Manual Transmission available with either V-8.

FUTURA CLUB COUPE



Futura Club Coupe in Nightmist Blue. Prices start as low as \$2280.40. Optional equipment on model shown includes: White Sidewall Tires, Wheel Covers, Remote Control Outside Mirror. Price of model equipped as shown: \$2343.79.

Futuras are for people who want extra finery with their thrift...the kind of economy-minded folks who want extra value plus traditional Falcon savings.

The Futura extras are legion. First and foremost, there's an extra model—the sports Coupe. It has front bucket seats, 7.35 x 14" size tires and special Identification, including a side accent stripe, in addition to all the extras found on the Futura Club Coupe and Four-Door Sedan. The bigger 120-hp Six engine is standard on all three Futuras. So are extra upholstery choices,

FUTURA FOUR-DOOR SEDAN



Brittany Blue. Prices start as low as \$2322.26. Optional equipment on model shown includes: White Sidewall Tires, Wheel Covers, Remote Control Outside Mirror. Price of model equipped as shown: \$2385.65.

color-keyed carpeting, special emblems, plaques and bright-metal trim and special details like a cigarette lighter, rear ash tray and arm rests.

And with Falcon's long list of options, you can tailor a Futura just the way you want it. A choice of two V-8s: 200 or 225 hp. A four-speed floor-mounted stick shift. Or the SelectShift Cruise-O-Matic, which is both an automatic and a manual transmission. Lots of power extras, too, including power front disc brakes. And luxury options all the way up to air conditioning.

FALCON WAGON



Falcon Wagon in Brittany Blue. Prices start as low as \$2497.46. Optional equipment on model shown includes: White Sidewall Tires, Wheel Covers, Radio, Remote-Control Outside Mirror. Price of model equipped as shown: \$2622.16.

These new Falcon Wagons take a lot of looking into. They're downright king-sized inside...with over 85 cubic feet of cargo space back aft, and generous portions of comfort and roominess up front. They're sporty to look at and peppy to drive. And they behave with good old Falcon dependability and economy.

With the second seat flipped into fold-down position (a quick, almost effortless operation) you've a loadspace over seven feet long and almost five feet wide. For a load platform over nine feet long, simply lower the counterbalanced tailgate, or optional Magic Doorgate. See what we mean about "king-sized?"

FUTURA WAGON



Futura Wagon in Vintage Burgundy. Prices start as low as \$2608.58. Optional equipment on model shown includes: White Sidewall Tires, Wheel Covers, Radio, Remote-Control Outside Mirror, Magic Doorgate, Power Tailgate Window, Luggage Rack.. Price of model equipped as shown: \$2854.73.

Falcon Wagons are powered by a spunky 120-hp Six, and there are two optional V-8s-200 and 225 hp. The standard three-speed transmission is fully synchronized in all three forward gears. New this year as an option is SelectShift Cruise-O-Matic which functions as an automatic transmission and as a manual; shift it yourself or let it shift for you.

Another attractive feature of Falcon Wagons is that they require so little care. Twice a year is the average for routine maintenance. You can go 36,000 miles between major chassis lubes. Brakes and valves adjust themselves. Coolant-antifreeze lasts two years or 36,000 miles. And vital underbody members are galvanized against rust. You save on a Falcon Wagon's low purchase price and save on upkeep, too.



Exclusive Magic Doorgate is a handy option for 1967. It folds flat for long loads and swings aside like a door (below) for easy access. One of the greatest wagon innovations ever. \$45.39.

Interior offers all vinyl upholstery choices in red, blue, aqua and parchment and color-keyed carpeting in the passenger areas. Loadspace has colored rubber cargo mat.

Standard Equipment Highlights

1200-cu. in., 120-hp Six Engine	Super Diamond Lustre Enamel
3-Speed Synchro-Smooth Manual Transmission	Automatic Dome Light
Ford Motor Company Lifeguard-Design Safety Features such as Two-Speed Parallel-Action Electric Windshield Wipers and Washer, Backup Lights and many more	Color-Keyed Steering Wheel
Step-On Parking Brake	Choice of Three All-Vinyl Upholsteries and 15 Exterior Color Choices
Suspended Foot Pedals	Vinyl-Coated Rubber Floor Covering in Passenger Areas
Automatic Choke	Rubber Floor Mat in Cargo Area
Long-Life Sta-Ful Battery	Fold-Down Second Seat
Alternator	Roll-Down Tailgate Window
Self-Adjusting Brakes and Valves	Fresh Air Heater-Defroster
6000-Mile or 6-Month Oil Filter	In addition, Futura Wagons offer:
36,000-Mile or 2-Year Coolant-Antifreeze	Special Futura Moldings, Trim and Nameplates
Fully Aluminized Muffler	Cigarette Lighter
Galvanized Main Underbody Members	Rear Seat Ash Tray
Reversible Ignition, Door and Magic Doorgate Keys	Color-Keyed
Bright-Metal Windshield and Rear Window Moldings	Carpeting in Passenger Areas
	Color-Keyed Rubber Cargo Mat
	Choice of Four All-Vinyl Upholsteries

Basic Specifications

Length	198.7"
Width	74.7"
Height.	56.2"
Wheelbase.	113.0"
Curb Weight (approx.)	
Falcon Wagon.	3172 lb.
Futura Wagon	3180 lb.
Cargo Capacity.	85.2 cu. ft.

Optional Engines and Transmissions

289-cu. in., 200-hp and 225-hp V-8s. SelectShift Cruise-O-Matic (automatic and manual combined) available with any engine.

FALCON OPTIONS

All our options add considerably to the enjoyment and convenience of owning a Falcon, and they add substantially to Falcon's value at resale time—which makes them very fine investments.



V-8 Engines This year Falcon offers two V-8 options—a 200-hp 289 cubic inch V-8 and a 225-hp 289 cubic inch V-8. Both are available on all models and they add a lot of hustle and muscle.



Stereo-Sonic Tape System Another new Falcon option. Provides over 70 minutes of uninterrupted music from your favorite tape cartridges. Has four speakers (two on station wagons) for stereo effect. \$128.49



SelectAire Conditioner Is integrated into instrument panel and has one simple control head. Has fast cool-down rate. Also provides heating, defrosting, ventilating and dehumidifying, all in one unit. \$356.09



Power Steering Cuts steering effort as much as 85% and still retains a good "road feel." Makes driving and parking so much easier that many drivers just wouldn't be without this popular option. \$84.47

Power Front Disc Brakes are a new Falcon option. Combines the ease of power brakes with the high performance characteristics of front disc brakes. Rear brakes are husky, drum type. (Regular Power Brakes available \$42.29) \$97.21

Falcon Radio Is fully transistorized to reduce size, gives longer life and provides instant warm-up. Has accurate printed circuit. Push-button station selectors may be easily reset when desired. \$57.44

FALCON OPTIONS



Vinyl Roof A very sporty option for two-door Futura models. Sleekly tailored, highly weather-resistant vinyl is permanently bonded to steel roof. Available in either black or white, with any body color. \$74.19



Four-Speed Manual Transmission Floor-mounted stick is positioned for fast shifting. All forward gears are fully synchronized. Available with 200- or 225-hp V-8's. Not available on wagons. \$184.02



SelectShift Cruise-O-Matic You can shift manually up or down through three gears whenever you wish-or leave the lever in Drive and, it shifts automatically. An ideal solution for a "his and hers" car.

FALCON UPHOLSTERY

Club Coupe and Sedan	Futura Club Coupe and Sedan	Futura Sports Coupe	Falcon Wagon	Futura Wagon
Vinyl and Cloth AMTX	Vinyl and Cloth AMFKQ	All Vinyl AMTXFKQWBYZIEV	All Vinyl AMTX	All Vinyl AMWB
Vinyl and Cloth AMFKQ	Vinyl and Cloth AMTXIEV	All Vinyl AMTX	All Vinyl AMFKQ	All Vinyl AMTXZIEV
Vinyl and Cloth AMTXWBYZIEV	Vinyl and Cloth AMWB	All Vinyl AMTXFKQWBYZIEV	All Vinyl AMTXWBYZIEV	All Vinyl AMFKQ
	Vinyl and Cloth AMYZI	All Vinyl AMFKQ		All Vinyl AMTX
	All Vinyl* AMTXWBYZIEV			
	All Vinyl* AMFKQ			

Ford interiors are trimmed in high-quality nylon or nylon-rayon blend fabrics or in durable vinyl or genuine leather. All fabrics are made to the highest Ford quality standards and are subject to rigorous testing before selection for use in Ford cars.

Vinyl upholstery and trim surfaces can be wiped clean with a damp cloth. Stubborn stains can be removed from nylon cloth upholstery and nylon-rayon carpeting by rubbing with a clean, soft cloth dipped in Rotunda Interior Trim Cleaner or other quality upholstery fabric cleaner.



The Logo That Almost Was . . .

Reprinted from the online newsletter "The Drive" submitted by club member Gary Zenz

Ford Almost Let a Graphic Design Legend Update Its Blue Oval Logo in 1966

By Stef Schrader, November 26, 2020

Ford's script wordmark logo is instantly recognizable even on its earliest models, but the famous blue oval almost got a sleek update in 1966 at the hands of one of history's most legendary graphic designers. Paul Rand's design work is all but unavoidable, especially in logo form. He's the man responsible for ABC's round network logo as well as the Cummins C and even Enron's infamous "crooked E." His long-running UPS logo featuring an updated company shield with a little box on top deserves a comeback, but I digress. He did numerous magazine and ad designs as well that helped set the bright, high-contrast, high-impact mood for the mid-century era and beyond.

Rand presented a proposal for an updated Ford logo in March 1966. It's immediately recognizable as a Ford logo, but it's been pared-down for the sleek, modern sixties.

The proposal for Rand's new logo is particularly interesting, as it dives into the fancy schmancy design trends that were at work when Ford's first wordmark was created:

"Graphic identification was viewed more as artistic embellishment than functional necessity. Business logotypes had a kind of 'raised pinky' elegance inspired by a variety of 17th century Copperplate scripts, weighted and vulgarized to suit the needs of commerce. Fanciful typefaces and ornamental extravagances of every description further typified the mood of the time. One was, however, affected more by the ingenuous charm of these designs than by their genuine look. And 'charming graphics' were hardly a match for the daring mechanical imagination of the day. The graphics of 1900 were, in a sense, a product of the time: life was more elaborate, more ceremonious. There were fancy speeches, fancy customs, fancy hats and fancy parlors—all, indeed, compatible with fancy nameplates and escutcheons."



The Logo That Almost Was . . .

Even Ford's mass-produced everyman's car couldn't escape the early 1900s' trend of fancy ornamentation.

The sixties were the exact opposite. Pared-down forms were in, and Rand believed that Ford's blue oval wordmark was "incongruous in point of time with its environment." Yet the Blue Oval's blue oval was well-known. Rand believed the best update would "make a significant change in style while retaining meaningful identifying characteristics of the old house mark." The text underwent the most drastic change. Rand was determined to drag it into the present day, emphasizing that simpler forms are associated with function, speed and efficiency that would better represent what Ford made. Rand's proposal explains:

"The house mark of Ford Motor Company should reflect the authority and confidence the company and its products merit. It should look functional and it should be functional. It should not be characterized by melodramatic swirls and theatrical flourishes, but by a frank and unpretentious, almost disarming simplicity, achieved by means of geometry and ordered relationships, with simple lines and forms that are measurable and manageable, and which reflect the precision of the machines they help to identify. It should suggest strength, speed, efficiency and utility. It should be clear and concise, with a kind of beauty and precision which flow not from the quill but from the compass and ruling pen. It will then emerge an integral part of the machine design, rather than decorative decalomania."

In his update, he flattened the top and the bottom of the oval as he didn't feel as if a standard oval was distinctive enough from every other oval shape out there. It's an interesting update because even with all these changes, you can still recognize it from far away as Ford's blue oval. The frame around the oval was integrated as an eye-catching extension of the wordmark as well.

Rand also illustrated examples of the new logo in use on dealership signage, stationery, ads and buildings. Ultimately, it wasn't meant to be. As cool as it is, I'm a glad Ford didn't run with it. Whereas Rand's still-used logos for IBM still looks fresh and modern, this 1966 Ford design looks a bit dated now, especially in comparison to the way Volkswagen and BMW have recently pared their logos down even further. We may have even ended up with something drastically different as a logo today after another redesign.



The Logo That Almost Was . . .

Examples of the proposed logo redesign.



"Personally, as a professional designer and illustrator, I'm glad Ford Motor declined the offer and left the '60s in the '60s! There's something to be said for classic tradition and visual continuity. Just my 2 cents...what do you think?" —Editor, Metro Detroit Falcon Club Newsletter

Reprinted from The Falcon Express, The Metro Detroit Falcon Club Newsletter, January 2021, Larry Shovan, Editor

PROPOSED FCA BY-LAWS AMENDMENTS

PROPOSAL 1 BY-LAWS AMENDMENTS

PROPOSED CHANGES

PROPOSED DELETIONS

4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary and Treasurer are as follows and as set forth in more detail in the Officer and Director Handbook

4.5.1 President/[Chair of the Board](#)

4.5.1.1 Overall management and administration of the FCA through the Board of Directors

4.5.1.1 General Charge and Supervision of the activities of the FCA

4.5.1.2 Improvement of the FCA through increased publicity, activities and status.

4.5.1.3 Coordination of the FCA functions with other clubs as required.

4.5.1.4 Promote FCA social activities.

4.5.1.5 Chair Board of Directors meetings, Officers Meetings and Business Meetings.

4.5.1.5 Chair Officers Meetings and Business Meetings.

[4.5.1.5 Chair Board of Directors meetings, Officers Meetings and Business Meetings.](#)

4.5.2 Vice President /[Member of the Board](#) is an alternate for the President in the President's absence.

4.5.2.1 Serves as an alternate for the President in the President's absence. Assist in implementing FCA policy.

4.5.2.2 Assists in implementing FCA policy. Chair special committees.

4.5.2.3 Chair special committees as appointed by the Board of Directors.

[4.5.2.3 Chairs special committees as appointed by the President.](#)

[Submits quarterly reports to the President, Board of Directors and Regional Directors.](#)

- 4.7 Duties, Responsibilities and Powers of the Board of Directors are as follows:
 - 4.7.1 Manage the activities and affairs of the FCA and resolve issues brought to its attention by the President or Vice President.
 - 4.7.2 Hold annual, regular or special meetings.
 - 4.7.2.1 Plan and conduct annual meeting at the National Meet.
 - 4.7.2.2 Ensure a quorum of a majority of Directors then in office is in attendance for conducting FCA business.
 - 4.7.2.3 Select a chair and secretary for each meeting. The chair and secretary may be the same person.
 - 4.7.2.4 President and Vice President shall attend Board meetings if they are available but shall not be entitled to vote.
 - 4.7.2.5 May conduct a Directors only meeting.
 - 4.7.3 Through the President, Grant or assign additional duties, responsibilities and powers to the elected, appointed, and volunteer officers. These duties, responsibilities and powers will be enumerated in the Officer and Director Handbook.
 - 4.7.4 Approve the terms and the form of contracts to be entered into by the FCA and contractors.

PROPOSAL 2 BY-LAWS AMENDMENTS

PROPOSED ADDITIONS

PROPOSED DELETIONS

- 5.1 The FCA schedules at least one "National Meet" for the Falcon automobile on the 3rd weekend in July. Another weekend may be **scheduled** subject to approval from the **Board of Directors**.
- 5.2 The following meetings are held at the National Meet.
 - Board of Directors
 - Officers
 - Business
- 5.3 Parts may be bought, sold, or traded at the National Meet.
- 5.4 Joint meets with other clubs **may be** scheduled **if approved by the Board of Directors**.
- 5.5 **Current Membership is required to participate in award competition, voting, meetings, and awards banquet.** Public viewing and Falcon display is welcomed at **the National Meet**
- 5.6 Vehicle judging is done by registered participants using a people's choice ballot.
 - 5.6.1 **Mandatory** Awards consist of:
 - Longest Distance Driven
 - Best Stock Falcon
 - Best Modified Falcon
 - Best Light Modified Falcon**
 - Daily Street Driven**
 - Diamond in the Rough**
 - Concourse Master**
 - Modified Master**
 - Light Modified Master**
 - Oldest Falcon
 - Ladies' Choice - Claude Daniels
 - Chapter Participation
 - Individual class winners – **suggested but not required in each sub class A thru ZZ**
 - 5.6.2 A standard sized and designed award, as set by the Board of Directors for all class winners, is used at the National Meet. This award is unique to the National Meet and may not be used anywhere else. **[The Board of Directors may approve a non-standard sized and designed award for all class winners.]**

[5.6.3 Standard FCA National Meet Categories

5.6.3.1 Stock Category

Falcons entered in this category **should** maintain a high percentage of authenticity. Most common and accepted modifications in this category are custom or aftermarket wheels combined with radial performance type tires (rather than bias ply). The other noted and accepted modifications are "Sprint" or "Cobra" type air cleaners and valve covers. These two modifications are felt to be acceptable because perhaps the OEM, bias ply tires are not available in the correct sizes and radial tires add a definite safety factor in traction, handling and braking. The newer sized of radial tires also require a rim width that is wider than the stock Falcon wheel. This is the reason many owners choose to run the 14X6 Magnums or 14X7 Magnums in combination with a 70 series radial tire.

The Sprint and Cobra engine accessories are recognized as "True" Ford parts and could be purchased "over the counter" from any Ford dealership. Details really stand out in this category. The engine compartment is clean enough to eat off in his vehicle, be it a 144/170/200 six or a 260/289/302 eight. It will be detailed to the max. **No glaring modifications are anywhere on this Falcon.** It just looks a little better than the original, the way it would have if Ford could have "hand built" each one individually.

You may see these Falcons on trailer or driven on a nice day. Several cars of this quality may even be driven on long trips. All in all, these Falcons are built for "Show or Go." At local cars shows across the nation these cars are bringing back the memories of the car that started it all, and bringing home the "gold" to boot.

STOCK CATEGORY					
Class	Body Style	Year	Class	Body Style	Year
A	Sedan	60-63	J	Convertible	64
B	Sedan	64-65	K	Convertible	65
C	Sedan	66-70½	L	Station Wagon	60-65
D	Sport Coupe	66-69	M	Station Wagon	66-70
E	Hardtop	63	N	Ranchero	60-63
F	Hardtop	64	P	Ranchero	64-66
G	Hardtop	65	Q	Sedan Delivery/Van	61-67
H	Convertible	63			

5.6.3.2 Daily/Street Driven Category

This category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, **this category is for those special Falcons that you see on the street every day!** These Falcons are driven at least three thousand miles per year, rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery store. They are often the son's or daughter's first car and are depended on to get them to school every day. Then have felt the pain of parking lots and careless drivers. They are the cars left outside to make room for Mom's new Taurus; they are also the ones that will start when the new one refused to face the cold of winter. Definitely not a show car, but for sure a winner! You won't find a show quality paint job on this Falcon. Maybe a nice set of wheels like Magnums or even steel wheels and not quite show quality hubcaps. The engine compartment may or may not be detailed. In all cases it will be as clean as one can keep it. Remember this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this "driver." Maybe an alternator sits where a generator once resided. One can easily understand wanting a dependable charging system! The beauty of the Falcons in this category is not that they are perfect. They are well-maintained attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go.

DAILY /STREET DRIVEN CATEGORY		
R	Sedan	60-70½
S	Hardtop	63-65
T	Convertible	63-65
U	Utilities	60-67

5.6.3.3 Diamond in the Rough

This category is for the Falcon that obviously needs work or is in the process of being restored. It may or not be drivable. It may be in primer or still have the old paint job. The interior may be tattered and torn or partially finished. The bodywork is not completed. The engine needs work. Anyone looking at this Falcon can see it does not fit in any of the other categories but has potential some day.

DIAMOND IN THE ROUGH CATEGORY		
V	Sedan	60-70½
W	Hardtop	63-65
X	Convertible	63-65
Y	Utilities	60-67

5.6.3.4 **Lite Light Modified Category**

This Category is for that Falcon that retains the stock appearance but has been mildly modified to improve the safety, performance and drivability/handling.

Falcons entered in this Category might have disc brakes with dual master cylinder, rack and pinion steering that has been bolted in place, overdrive transmission (manual or automatic), aftermarket intake and exhaust manifolds, aftermarket wheels and tires, reclining bucket seats with original design upholstery material, aftermarket steering wheel, gages or consoles. Even a small block Ford stroker engine. These mildly modified Falcons should not have any body modifications such as wheel tubs, louvers or hood scoops. These mild modifications could be easily reversed returning the Falcon to a stock condition. The Falcon entered in this Category will probably be very detailed inside and outside.

LIGHT MODIFIED CATEGORY		
AA	Sedan	60-70½
BB	Hardtop	63-65
CC	Convertible	63-65
DD	Utilities	60-67

5.6.3.5 **Modified Category**

This category is wide open! You will find Customs, Sleds, Racers, Chopped Tops, Full Frames, Tubs, 4-Wheel Disc Brakes, Monster Tires and a host of other tempting modifications. Engines may be carbureted, fuel injected small block, or even a blown big block. In either case, you bet it is well detailed and more than likely "Bad to the Bone." No engine modification is considered extreme, although all entries must be all Ford powered. Absolutely no Brand X. Paint schemes will vary as much as engine choice. We're talking metallic, pastels, flames, graphics, murals or a super smooth single color over rolled pans, filled seams and a sunken antenna. Interiors may be as stark as a race car or as plush as a new Continental or Town Car. In all cases, the interior will be fitted to suit the owner and fully functional for the application. "Modified" best describes this category.

5.6.3.6 **Concours Masters Category**

This category is for the "Purist." Falcons entered in this Category will have won the Best Stock Falcon award in any of the three previous FCA National Meets. The Falcons entered here will really open your eyes and make your mouth water. These

cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy but all exactly like the factory built it. Correct interior, correct paint color, correct engine transmission combination, everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original. In all cases, these Falcons are the **"Best of the Best."**

CONCOURS MASTERS CATEGORY**	
All	60-70½

5.6.3.7 Modified Masters Category

This Category is for the "Mild to Wild." Falcons entered in this Category will have won the Best Modified Falcon award in any of the three previous FCA National Meets. These Falcons have been modified either lightly for safe driving, performance or convenience such as modern engines and drivetrains while retaining the stock look; or heavily modified such as wide slicks, custom bodies or blown engines. The sky is the limit. Quality workmanship and attention to detail make these Falcons the **"Best of the Best"**.

MODIFIED MASTERS CATEGORY	
All	60-70½

5.6.3.8 Light Modified Masters Category

This category Falcons entered in this Category will have won the Best Light Modified Falcon award in any of the three previous FCA National Meets. These mild modifications could be easily reversed returning the Falcon to a stock condition. The Falcon entered in this category will probably be very detailed inside and outside.

LIGHT MODIFIED MASTERS CATEGORY	
All	60-70½

Keep in mind; although the Categories will remain constant, the guidelines are just that... guidelines! **Except for the Concours, Modified Masters and Light Modified Masters Categories, those that register at a National Meet are free to enter in the Category that they feel best fits their Falcon. Falcons entered in the Concours, Modified and Light Modified Masters Categories shall be restricted to the cars listed in Sections 5.6.3.4, 5.6.3.6 and 5.6.3.7.**

5.6.4 Standard Car Classes for National Meets

These are **MINIMUMS**. The hosting chapter may at its discretion add classes if the situation in their area calls for it. This requires prior approval of the Board of Directors.

** The Concours Masters, and the Modified Masters and Light Modified Masters Categories are non-voting categories. All pre-registered entries receive an Appreciation Award. The Concours Masters Category will consist of the winning Falcon from the "Best Stock Award" in any of the three previous FCA National Meets. The Modified Masters Category will consist of the winning Falcon from the "Best Modified Award" in any of the three previous FCA National Meets. The Light Modified Masters Category will consist of the winning Falcon from the "Best Light Modified Award" in any of the three previous FCA National Meets]

- 5.7 No public consumption of alcoholic beverages is permitted.
- 5.8 [5.8.1 Written submission for insurance is sent by the host chapter to the FCA Membership Secretary.
- 5.9 The Chapter Participation award shall be presented based on the following standards:
 - 5.9.1 The hosting chapter or chapters shall not be eligible for the Chapter Participation award.
 - 5.9.2 Members who belong to multiple FCA Chapters shall only be counted in their home chapter.
 - 5.9.3 The count for this award shall be based on the number of registrations per chapter. To be counted, the registration packet must be picked up and the member must be in attendance at the National Meet.
 - 5.9.4 Members may submit and pay for separate registration forms for each car and/or family member.

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FALCONS FOR SALE

1964 Falcon convertible. 60 V-8, two-speed automatic. Has been restored, body/paint are excellent, fun daily driver! Spent \$24K in restoration. Selling for \$21,995 OBO. Keith, 406-439-0439 (Montana), or keith@mtagc.org for photos and more information, or view Helena Craigslist. MT. 210624

1964 Ford Falcon Sprint convertible. This car is all original and in excellent condition. It is an automatic with 260 engine. It is red with a black convertible top (in very good condition). Recently put in new heater core, front shocks, new carpet, etc. Has 02200 miles. Kept in garage for the 25 years I've had it. I live in Maryland. Contact Norman at 410-596-1116 or norman147@comcast.net. No text. Asking \$17,000. MD. 210602



PARTS FOR SALE

Seven-inch power brake booster for 1964-65 Falcons. New in box, #PB7007 Premier Brake component, \$100 plus shipping. One pair of NOS rear shock absorbers, part #C1DZ 18125-G, new, never used in original box, \$75 plus shipping for the pair. Pitman arm 1963-65 M/S one-inch sector shaft rebuilt, \$125 plus shipping. Call Ken, 586-322-6236 any time in the eastern time zone. 210503

Used Performance Radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$110; Ring and Pinion gear set for 8.7 Ford rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch & Lincoln Versailles, \$135. Photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping; thank you. Chris Parsons, indeoconfidimus@gmail.com. NJ. 210523



T-10 transmission from 1964 Comet Caliente with shifter linkage, pressure plate and clutch disc. Works perfectly but just installed a Tremec T-5 so it's got to go, \$900. I could bring it to the Nationals if that would help. Call Ric Gregory, 713-868-1061 or email me at rgregory@BDS-Hou.com. Houston, Texas 77008. 210519

Bucket Seats, \$650; seat covers for two door Sedan Falcon/Comet (new) white front and back , \$225; Fiberglass transmission tunnel, hump, \$50. 390 cu. in. motor/automatic transmission out of 1966 (California) Galaxie, \$550. 390 cu. in. motor/automatic transmission out of 1967 Ford Country Squire, \$850. 289 motor, \$230. C5AE-6015E 7A9 260 motor out of a 1963 SPRINT, \$325. 289 Block and crank, C6AE-6015C 4G8, \$100. Falcon six-cylinder rear, \$100. Falcon three-speed transmission, \$100. Mustang six-cylinder three-speed transmission, \$100. Trunk lids, \$30; fenders, \$75; hood, \$75. 289 motor out of 1965 Futura, C5AE-6015E 5F28, \$325. 302 motor, \$200. Five-lug 13" wheels, \$45. 260 V-8 out of 1965 Sprint, C4OE-6015B 2J8, \$325. I have other '62, '63, '64, and '65 trim, rear seats, motors, glass, auto transmissions and other parts—too much to list! Call Stanley before 9:00 PM, 978-355-4086. MA. 210408

Parting '60-'65 Falcons. 13 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143 WA. Thanx for driving a Falcon!! 210618

The following are from an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block \$85. Four-blade radiator fan, C2OA-8600-B, 17½" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$55. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping; Thank you. Chris Parsons, indeoconfidimus@gmail.com, NJ. 210523

1960-65 Falcon and Comet radios, good looking, tested and working, \$150-\$250 each. 1960-66 Falcon seatbelts, OEM and period aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set. Four-lug 14" wheels, \$60 each, set of five, \$275. Four-lug 13" wheels \$25 each, or five for \$110. Five-lug 13" wheels, \$60 each or five for \$275. Five-lug 14" wheels \$65 each, set of five for \$280. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition, \$175-\$550 set of four. 14" wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS, w/keys, working, \$225-\$500 each. 1960-61 grilles: driver quality to NOS, \$75-\$350. Dagenham four-speed bellhousing/clutch fork, \$75; Complete working Dagenham four-speed w/shifter \$750. T-10 four-speed, complete and working, buildable, narrow pattern \$495, with complete shifter and trans. mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1195. 1964 five-bolt C-4 complete w/starter, dust covers, torque converter and Falcon tailshaft housing; came for a 80K mile car, \$495. NOS 1965 grille, headlight doors and emblem, \$1965. 1964-65 NOS remote control mirror w/matching NOS right side mirror, \$495. "Driver" Quality Grills: 1962, 1964-66, +1968-70, \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, (2) to choose from, \$225 ea.; 1962-63 Comet gauge cluster, "driver" chrome \$150. 1966-'70 NOS cigarette lighter elements (4), \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranchero only), \$100-\$300 each, three tailgates, \$200-\$500 each, stick shift pedal assemblies. \$250, three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150-\$300, '66 Ranchero rear bumper brackets, \$125 a pair; cowl grill covers, \$75 ea.; '66 Ranchero bed trim, two complete sets, one drilled for bed cover/one

stock, \$350–\$500. Lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc. '68–'70 LR taillight surround, excellent used condition, \$95. '68–'70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood, \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210521

Ford intakes C6AE-9425-H police interceptor, excellent shape with two brass fittings, \$800. C7 P.I., \$700. Used set FE adjustable rocker arms, \$225. New in box Edelbrock 351 Windsor performer, \$250. Edelbrock X6 F.E. cross ram with partial linkage, \$1,500. Faria 8000 rpm tach. Aug 1965 date code, \$275. Other Falcon and Ford parts. John Simone, 413-336-5307, Easthampton, MA 01027 210499

PARTS WANTED

Looking for the plastic dash bezels (all four pieces of them) for a 1964 Falcon Sprint. Roger Davis, 302-423-2199. DE. 210599

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- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, May 10 is the deadline for the June issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. June 10 is the deadline for the July printed issue. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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2021 Falcon Nationals
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July 7-10, 2021

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

JUNE 2021

THE NATIONAL *Falcon* NEWS
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



June 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3 National Egg Day	4	5
6 D-Day Anniversary	7 National Chocolate Ice Cream Day	8 National Best Friend Day	9	10	11	12
13	14	15	16	17	18	19 Juneteenth
20 Father's Day	21 First Day of Summer	22	23	24	25	26
27	28	29	30			